



# Route 66 Corridor Preservation News

## Preservation Cost-Share Grants Awarded for 2004

The Route 66 Corridor Preservation Program is pleased to announce that 13 projects have been awarded \$121,184 in available cost-share grant assistance this year. Funding requests to the program totaled \$685,799 this year, exceeding requests from previous years. The 13 projects are announced below. For a complete listing of current and previous awards, or to learn more about the cost-share grant program, contact the program office, or visit [www.cr.nps.gov/rt66](http://www.cr.nps.gov/rt66).

### Arizona

**Project:** Old Trails Garage  
Roof Rehabilitation  
**Recipient:** Private owner  
**Amount:** \$10,000 NPS, \$10,000 match

Funding has been awarded for the repair/replacement of the roof of the 1915 Old Trails Garage in Kingman, Arizona. The project is part of a larger initiative by the owner to restore the building to its 1920s

appearance. The building served as a car dealership and garage for travelers on the Old Trails Highway, and later Route 66. The current owner has worked in the building since the 1930s, and has owned and operated it as a garage since 1979. The building was listed on the National Register of Historic Places in 1986, as part of the Kingman Historic Commercial District.

**Project:** Desert Sun Motel  
Roof Rehabilitation  
**Recipient:** Private Owner  
**Amount:** \$10,000 NPS, \$25,200 match

The owner of the Desert Sun Motel in Winslow, Arizona, has received funding to assist with the repair/replacement of the original shingle roof of the motel. Built in 1953, the motel has served Route 66 travelers ever since. The new owner has long-term plans to restore the building as a good example of a "mom and pop" motel, offering friendly service and budget rooms for daily, weekly, or monthly stays.



Cost-share grant funds have been awarded to assist with the ongoing restoration of Soulsby's Station in Mt. Olive, Illinois. Through the efforts of the owner and the Soulsby Station Society, the station will serve as a rest stop and visitor attraction. See page 2 for more information about the project.



National Park Service  
U.S. Department of the Interior

The Route 66 Corridor Preservation Program was established through an Act of Congress to assist private property owners; nonprofit organizations; local, state, tribal, and federal government agencies; and other stakeholders in the preservation of the most representative and significant historic Route 66 properties in the eight states through which the route passes. The program assists in identifying priorities and setting preservation standards as per the *Secretary of the Interior's Standards for the Treatment of Historic Places*. The program serves as a clearing-house of preservation-related information; provides technical assistance; and offers funding support through an annual, competitive cost-share grant program. For more information about the program or Route 66 in general, contact:

**National Park Service**  
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## Arizona (cont.)

**Project:** Live Theatre Tour  
**Recipient:** Northern Arizona University  
**Amount:** \$1,000 NPS, \$1,000 match

The Northern Arizona University Department of Theatre has been awarded funds to help promote and support the touring dramatic production, *Route 66: A Celebration of America's Main Street*. The production is an educational venue that celebrates the experience of travel during the heyday of Route 66, tells the highway's history, and examines its historical and cultural significance in American history.

## California

**Project:** Comprehensive Survey of California Route 66  
**Recipient:** Center for Preservation Education and Planning  
**Amount:** \$15,000 NPS, \$15,000 match

The Center for Preservation Education and Planning in Los Angeles, California, has received funding to administer a comprehensive survey of historic Route 66 properties in California. The survey will create a comprehensive database that will serve as the foundation for identifying preservation priorities and properties potentially eligible for listing on the National Register of Historic Places.

## Illinois

**Project:** Soulsby Station  
**Recipient:** Soulsby Station Society  
**Amount:** \$10,000 NPS, \$10,000 match

The Soulsby Station Society has received funds to help complete restoration of the Soulsby Station in Mt. Olive, Illinois. The station's history and architecture are excellent examples of the "mom and pop" enterprises that flourished on Route 66. Built in the 1920s, the station was family-owned and operated until 1991, serving as a gas station and simultaneously as a television repair shop. The building is being restored for the enjoyment of the local community and travelers along Route 66. The building was recently listed on the National Register of Historic Places.

**Project:** Palms Grill Preservation Plan  
**Recipient:** Atlanta Public Library District & Museum Board  
**Amount:** \$8,000 NPS, \$8,000 match

The Atlanta Public Library District & Museum Board has received funds to complete a preservation plan for the historic Palms Grill Cafe in Atlanta, Illinois. Constructed in 1867, the building went into service as a cafe in 1934. It also served as a Greyhound Bus stop, furthering the connection of the small town to the larger world. The Atlanta Public Library District & Museum Board plans to restore the building to its 1940s appearance.

## Missouri

**Project:** Red Cedar Inn Kitchen Rehabilitation  
**Recipient:** Private Owner  
**Amount:** \$11,237 NPS, \$11,237 match

The Red Cedar Inn in Pacific, Missouri, has been awarded cost- share funds towards

the rehabilitation of the kitchen area, in order to meet current code requirements. The Red Cedar Inn was built in 1934 to take advantage of the commercial opportunities that U.S. 66 brought to its doorstep. Operating as a restaurant ever since, it is still a popular dining spot on the route. The building was listed on the National Register of Historic Places in 2003.

## New Mexico

**Project:** Del's Restaurant Neon Sign Rehabilitation  
**Recipient:** Private Owner  
**Amount:** \$3,385 NPS, \$3,385 match

Del's Restaurant in Tucumcari, New Mexico, has been awarded funds toward the rehabilitation of its neon sign. Project work will include painting the sign, and restoring its incandescent and neon lighting. The restaurant was built in the 1950s, and remains a favorite roadhouse for locals and travelers alike. The sign is particularly notable for the Hereford cow that stands on top.

**Project:** Lexington Hotel Rehabilitation  
**Recipient:** Private Owner  
**Amount:** \$10,109 NPS, \$10,109 match

The owners of the Lexington Hotel in Gallup, New Mexico, have been awarded funds for the rehabilitation of the hotel's windows, main entrance awning, and electrical system. The hotel was built in 1931, and has served as a hotel throughout much of its history. Special features of the hotel include three WPA murals in the hotel lobby. Saved from the wrecking ball by its current owners, the hotel is being restored, while remaining in service as a residential hotel.

**Project:** Route 66 Oral History Project-Phase III  
**Recipient:** New Mexico Route 66 Association  
**Amount:** \$15,900 NPS, \$15,900 match

The New Mexico Route 66 Association, in partnership with the University of New Mexico Department of English, will complete the final year of a three- year oral history program. During Phase I, workshops were conducted to train attendees in oral history interviews and management. Phase III is a continuation of Phase II, which will locate and catalog existing interviews; preserve select endangered interviews; produce an oral history guide; and identify institutions interested in participating in a coordinated system of Route 66 oral history collections.



A survey will inventory and record the condition of historic Route 66 properties in California, to assist with prioritization of preservation needs. Pictured here is the Colorado Street Bridge in Pasadena, California.



## Oklahoma

**Project:** Owl Courts Roof Replacement  
**Recipient:** Private owner  
**Amount:** \$9,553 NPS, \$9,553 match

The Owl Courts were constructed in the early 1930s to cater to travelers on the newly designated 1931 Route 66 bypass around Oklahoma City, Oklahoma. The complex consisted of a gas station, motel, and cafe until the 1970s, when the property was converted to apartments. The current



The 1930s Owl Courts Motel and Café in Oklahoma City, Oklahoma, will receive funds toward restoration of the property.

owner rescued the property at auction, and has plans to restore the motel and cafe to operating condition for the enjoyment of heritage tourists. Grant funds will be used toward the repair/replacement of the roofs over the cafe and motel.

**Project:** Route 66 Road Preservation Project  
**Recipient:** Paul Daniel Marriott & Associates  
**Amount:** \$12,000 NPS, \$12,000 match

Paul Daniel Marriott & Associates will administer a pilot project to develop standards, practices, and protocols for preserving historic roadbeds and associated structures along the length of Route 66. This pilot project will focus on Oklahoma, because of the large number of high-integrity segments that the state possesses. The project will emphasize 20 road segments and 25 bridges that have been determined eligible, or are listed on the National Register of Historic Places. It is anticipated that the methodologies and protocols will be applicable for future work in the other seven states through which Route 66 passes.

## Texas

**Project:** Sixth Street Chevron Station Restoration  
**Recipient:** Private Owner  
**Amount:** \$5,000 NPS, \$6,565 match

The owner of a 1939 Chevron gas station has received restoration funds for the property, which is located on Sixth Street in Amarillo, Texas. Work will include repairs to the roof, exterior walls, and the tin ceiling and neon lighting of the canopy. The station served gas continuously until 1962, when it was closed and reopened as an auto body shop, and later other businesses. After a long period of vacancy and decay, the property was purchased by the current owner who has since been working to restore it. Located in the heart of a busy commercial district in Amarillo, the property will serve as a business office, while retaining its historic appearance.

## Preservation Success Story

### Magnolia Station - Vega, Texas

The community of Vega, Texas is abuzz with excitement over the rededication of the recently restored Magnolia Station. Built in the 1920s, the station has served the Route 66 community for decades. The building operated as a gas station for many years, while the station owners lived in the upstairs quarters. Locals fondly remember getting their haircut when the building also served as a barbershop in later years.

After the station stood vacant for three decades, the city of Vega applied to the National Park Service Route 66 Corridor Preservation Program in 2001 for a cost-share grant to rehabilitate it to serve as a visitor center. With an award of \$50,000, the city worked with local area contractors to rehabilitate the building, which included reconstruction of the canopy; replacement of the doors, windows, and roof; and new stucco. All work was planned and implemented according to the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

The project was not without its challenges, but through commitment and perseverance, the city and its dedicated volunteers made it work. For example, they worked with the Texas Department of Transportation and the Texas State Historical Commission to reconstruct the canopy to match its historic appearance as closely as possible, while accommodating size and clearance issues relating to its proximity to the current road easement.

The station rehabilitation was completed and rededicated in August 2004, and has since been attracting numerous visitors to the site. While the interpretive displays inside are still under development, there is already a good selection of historic photographs, gas station artifacts, and oral histories for visitors to enjoy. Visitors can call the Oldham County Chamber of Commerce at (806) 267-2828 to schedule a visit inside the station, although the displays have been strategically designed to accommodate outside visitors looking in. The station is located on U.S. 385 (historic U.S. 66) in downtown Vega.



Top: The Magnolia Station before restoration.

Bottom: The Magnolia Station rededication ceremony, held during the Oldham County Roundup in August 2004.

# The America's Byways Program and Route 66

Route 66 is one of America's most recognized and beloved highways, and has received a great deal of attention and support for its revitalization since it was decommissioned in 1985. Some of the many successful efforts to preserve and commemorate this American icon have happened as a result of partnerships between grassroots organizations and government programs. An excellent example of this type of collaboration is the Federal Highway Administration's *America's Byways Program*. This program works to identify, enhance, and promote America's special roads and highways. To date, two byways on Route 66 have been designated as *National Scenic Byways*—Route 66 through New Mexico, and the Arroyo Seco Parkway segment of Route 66 in California. Arizona, Oklahoma, and Illinois have each attained byway status at the state level, and are now working toward national byway designation. Missouri is currently in the process of working toward state designation. This is good news for Route 66 communities and the travelers who pass through them, all of whom can benefit greatly from byway programs.

The *America's Byway Program* was first established under the Intermodal Surface Transportation Efficiency Act of 1991, and requires reauthorization on a continuing basis. Under the program, the U.S. Secretary of Transportation recognizes certain roads as *National Scenic Byways* or *All-American Roads* based on specific qualities. The vision of the program is to create a distinctive collection of American roads and their treasured stories to provide a unique travel experience and to enhance local quality of life through protection and promotion of the designated byways.

The nomination and management of a byway is a grassroots, community effort. Achieving designation involves a dedicated effort, typically by a network of individuals or a nonprofit organization, who prepares a nomination for submission through the respective state's official scenic byway agency. A corridor management plan is developed to preserve and enhance the unique qualities of the byway. Through this process, local citizens and communities decide how best to balance goals, strategies, and actions for promoting the byway and preserving its intrinsic qualities.

Eligibility for byway designation is based on six criteria, or "intrinsic qualities,"



The Arroyo Seco Parkway in California connects Pasadena to Los Angeles, and was designated a National Scenic Byway in 2002. The Parkway served as Route 66 from 1940 until 1964.

including scenic, historic, archeological, cultural, natural, and/or recreational qualities. A road with at least one regionally significant intrinsic quality may be nominated for *National Scenic Byways* status. Some byways may also be eligible for *All-American Road* status—the highest level of designation in the byways program. To qualify, a road must possess multiple intrinsic qualities that are nationally significant and that do not exist elsewhere. The road or highway must also be considered a "destination unto itself."

The benefits that both *National Scenic Byways* and *All-American Road* status bring are many. With designation, the opportunity to promote the road through the America's Byways website and through the use of the America's Byways branding logo is substantial. Through promotion also comes the opportunity to preserve many of the resources along the byway, so that vacant buildings may find new uses, or so that resources in general are noticed and protected for future generations to enjoy.

Designated roads also benefit from the services provided by the America's Byways Resource Center. The center offers technical assistance and seed grants, and serves as a clearinghouse for training opportunities and networking. Last, and very importantly, status can mobilize communities' sense of pride as the byways are enhanced, and as they become a part of a recognized national network of significant destinations.

Some Route 66 communities have already benefited greatly from the byways program. Grant assistance has provided funding for Route 66 maps, brochures, and publications; National Scenic Byway guide signs; corridor protection and interpretation plans; public art; community resource guidebooks; conferences; and workshops. These initiatives have helped enhance the corridor, attract visitors, and increase community pride. While it is hoped that the other Route 66 states working toward designation will soon benefit similarly, the next exciting possibility will be for the designated states to consider collaborating for the nomination of the national route as a coveted *All-American Road*, which may be possible even without the participation of non-byway Route 66 states.

Through collaboration, great things are possible. For example, by combining the complementary resources of the byways programs, the NPS Route 66 Corridor Preservation Program, and grassroots organizations, preservation and promotion initiatives of the Route 66 corridor can be greatly strengthened. For more information on the America's Byways Program, visit the Federal Highway Administration's website at [www.byways.org](http://www.byways.org); call 1-800-4BYWAYS (1-800-429-9297); or contact your state's scenic byway coordinator.

Information provided is adapted in part from the Federal Highway Administration America's Byways website at [www.byways.org](http://www.byways.org).



# Program News

## 2005 Cost-Share Grant Cycle

Applications for the Route 66 Corridor Preservation Program 2005 cost-share grant cycle will be accepted from January 31 to April 29, 2005. Application packages may be requested from the program office during that time, or may also be printed from the program website at [www.cr.nps.gov/rt66](http://www.cr.nps.gov/rt66). Potential applicants are encouraged to contact the program office with any questions about the application process.

## Route 66 Travel Itinerary Website

The Route 66 Corridor Preservation Program, in cooperation with the National Register of Historic Places office in Washington, D.C., is developing a web-based travel itinerary for Route 66. The itinerary will highlight over 50 historic Route 66 properties that are listed on the National Register of Historic Places. The website will enable heritage-minded visitors to plan their Route 66 travel around National Register sites. The website will feature an overall history and map of the national route, with individual histories, descriptions, photos, and other information for each of the 50 sites. It has been estimated

that the itinerary will receive approximately 1,000 web-visitors per week, which will provide broad exposure to the featured properties. It is expected that the site will be launched in late 2005, or early 2006. In the meantime, you can see other heritage travel itineraries by visiting the National Register of Historic Places website at [www.cr.nps.gov/nr/travel/index.htm](http://www.cr.nps.gov/nr/travel/index.htm).

## Route 66 GIS Inventory Database

Over the last decade, the eight states through which Route 66 passes have been working independently and with the Route 66 Corridor Preservation Program to conduct inventory surveys of historic Route 66 properties in their respective states. To date, Illinois, Missouri, Kansas, Oklahoma, Texas, and New Mexico have completed surveys. Arizona has completed a partial survey, and California is currently initiating a comprehensive survey. To synthesize and manage this data, a GIS database is being developed, which will be available via the Internet to managers, governments, researchers, the general public, and others. The information will consist of route map data; select property locations with inventory and condition information;

photographs; National Register nomination forms, etc. The database system will allow users to retrieve information for multiple uses, and will enable managers to more easily identify priority sites and preservation needs. The database is currently under design development by National Park Service GIS specialists and program staff. When completed in 2006, the site will be accessible through the National Park Service Route 66 Preservation Program website.

## Route 66 National Historic Context

A national historic context has been prepared for Route 66, which establishes a broad historic context for the route as it relates to the larger federal highway system. The research includes an assessment of the national economic, social, and political forces that shaped the history of Route 66. The written narrative context will serve as the basis for the subsequent preparation of approximately 50 nominations to the National Register of Historic Places, which will take place over the next two years. The context will be available on the program website in January 2005 at [www.cr.nps.gov/rt66/histsig/index.htm](http://www.cr.nps.gov/rt66/histsig/index.htm).

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# Benefits of Preservation: Tax Credits

## Federal Tax Credits

Historic buildings are tangible links with the past. They help give communities a sense of identity, stability, and orientation. The federal government encourages the preservation of historic buildings through various means. One of these is its program of federal tax incentives to support the rehabilitation of historic and older buildings. This program has spurred the rehabilitation of historic structures of every period, size, style, and type. It has been instrumental in preserving historic places that give cities, towns, and rural areas their special character. It helps attract new private investment, generate jobs, enhance property values, and augment revenues for state and local governments.

Federal Historic Preservation Tax Incentives are available for buildings that are *certified historic structures*, such as National Historic Landmarks, properties listed in the National Register of Historic Places, properties contributing to National Register Historic Districts, and certain local historic districts.

Properties must be income-producing and must be rehabilitated according to standards set by the Secretary of the Interior ([www2.cr.nps.gov/tps/standguide/index.htm](http://www2.cr.nps.gov/tps/standguide/index.htm).)

## What is a Tax Credit?

A tax credit differs from an income tax deduction. An income tax deduction lowers the amount of income subject to taxation. A tax credit, however, lowers the amount of tax owed. In general, a dollar of tax credit reduces the amount of income tax owed by one dollar. There are two types of Federal Tax Credit incentives available:

- The 20% rehabilitation tax credit equals 20% of the amount spent in a *certified rehabilitation* of a *certified historic structure*.
- The 10% rehabilitation tax credit equals 10% of the amount spent to rehabilitate a *non-certified historic building* built before 1936.

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## Preservation Incentives: Tax Credits

(continued from page 5)

### State Tax Incentives

A number of states also offer tax incentives for historic preservation. These can be used in combination with federal tax incentives. State incentives differ between states, and may include tax credits for rehabilitation, tax deductions for easement donations, and property tax abatements or moratoriums. Among the eight states through which Route 66 passes, California, Arizona, New Mexico, Kansas, Missouri, and Illinois sponsor such incentives. Requirements typically differ from those of the federal program.

To learn more about both federal and state incentives, contact your respective State Historic Preservation Office. Contact information is available through the Route 66 Corridor Preservation Program Office, or by visiting the website [http://grants.cr.nps.gov/Shpos/SHPO\\_Search.cfm](http://grants.cr.nps.gov/Shpos/SHPO_Search.cfm).

*Adapted from the National Park Service  
Heritage Preservation Services website at:  
<http://www2.cr.nps.gov/tps/tax/index.htm>.*



The historic Jones Motor Company in Albuquerque, New Mexico, is an example of a rehabilitation project that has taken advantage of tax incentive programs.



National Park Service  
U.S. Department of the Interior

The National Trails System – Santa Fe administers the Trail of Tears National Historic Trail, the Santa Fe National Historic Trail, and the Route 66 Corridor Preservation Program. El Camino Real de Tierra Adentro National Historic Trail and the Old Spanish Trail are administered jointly by this office and the New Mexico State Office of the Bureau of Land Management.

These trail and corridor programs are administered in partnership with North American Indian tribes; federal, state, and local agencies; non-government organizations; and private landowners.

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The National Park Service cares for the special places saved by the American people so that all may experience our heritage.